

KWIA Ad-Hoc Committee on Noise October 6, 2015 Meeting Minutes

Meeting called to order by Mayor Danny Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:

Mayor Danny Kolhage
Kay Miller
Marlene Durazo
Dr. Julie Ann Floyd
Harvey Wolney
Amy Kehoe
Tina Mazzorana, via telephone
Nick Pontecorvo

Staff and Guests in Attendance:

Don DeGraw, Monroe County Director of Airports
Deborah Lagos, DML & Associates
Dottie Harden
Page Haverty
Robert S. Gold, Old Town Homeowners

A quorum was present.

Review and Approval of Meeting Minutes for the June 2nd, 2015 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there were any comments or corrections to the June 2nd, 2015 minutes. Kay Miller made a motion to approve the minutes Amy Kehoe seconded the motion. The minutes were approved as presented.

New KWIA Website: EYW.COM

The committee discussed a comment submitted by Nathaniel Harris via the airport's new website. The comment pertained to low overflights of La Brisa Condominiums by small aircraft on approach to Runway 9. Dr. Julie Ann Floyd mentioned that she knew Mr. Harris and would speak to him about his concerns.

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Discussion of NCP Implementation Plan

Don DeGraw made a presentation to the BOCC on July 15 regarding the NIP. A copy of the presentation is included in the agenda package, pages 9-23.

Deborah reported that the Key West by the Sea Board of Directors invited the NIP Team to make a presentation at their meeting on October 12. Don, Deborah, and Steve Vecchi (THC) will attend. A copy of the information to be presented is included in the agenda package, pages 24-28.

Deborah reported that she had revised information for the Committee, based upon recent discussions with the FAA Orlando Airports District Office (ADO). Highlights of the discussion are as follows:

- The FAA still agrees that KWBTS should be the first priority for the NIP, along with the four (4) single-family houses located within the DNL 70 dB contour.
- FAA said Building B should be done first, along with the four (4) single-family houses located within the DNL 70 dB contour. Building C should be next, followed by Building A. This is based on the fact that Building B is entirely within the DNL 65 dB contour, Building C is partially within the contour, and Building A is entirely outside the contour.
- The schedule was revised to flow as follows:
 - Year 1 - Design & Bid KWBTS Bldg B & 4 SF houses in DNL 70 dB
 - Year 2 - Construction of KWBTS Bldg B & 4 SF houses
 - Year 3 - Design & Bid KWBTS Bldg C
 - Year 4 - Construction of KWBTS Bldg C
 - Year 5 - Design & Bid KWBTS Bldg A
 - Year 6 - Construction of KWBTS Bldg A
- Because of constraints on local matching funds (from PFCs) the average cost per year was targeted at around \$3 million. However, this average is weighted because the Design & Bid cost is less than the Construction Cost, so, for example, the average of Year 1 and Year 2 is \$3 million per year, even though Year 1 is \$1.5 million and Year 2 is \$4.6 million.

It was reported that the airport received the grant from the FAA for this year. It will fund the NIP Implementation Plan, which includes the following tasks:

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- Conduct Property Site Survey
- Develop Property Survey Report and submit to FAA for approval
- Develop Acoustical Test Plan (ATP) and submit to FAA for approval
- Conduct Noise Testing
- Develop Final Report of Eligibility Findings and submit to FAA for approval
- Submit grant application for Design & Bid of KWBTS Bldg B and 4 SF houses in DNL 70 dB.

Deborah indicated that she had included copies of flyers developed for the San Antonio Airport project, which described the noise testing process and included photos showing the noise testing. These flyers were distributed to the residents of the condominium complex so they would be aware of what was happening during the noise testing. Similar flyers will be developed for KWBTS.

Other Reports

Noise Hotline and Contact Log

There were ten calls to the hotline, six of which were from Sarah at KWBTS. Deborah mentioned her conversation with Sarah, who indicated she was a tenant at KWBTS and had seen a notice posted on the bulletin board asking residents to call the hotline if aircraft noise was excessive. Once Sarah was informed that KWBTS was included in the NIP, she was satisfied. Three other calls were also from KWBTS. Only one call was from a location other than KWBTS, and the caller was interested in the NIP.

Airport Noise Report

Deborah asked if anyone read any articles of particular interest. The following articles were mentioned:

- Page 37, article regarding the City of Phoenix suing the FAA over flight path changes
- Page 33, article linking aircraft noise to obesity
- Page 89, article indicates KWIA received an FAA AIP grant for the NIP.

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Any Other Discussion

Robert Gold asked about the status of implementing the operational measures that were approved in the NCP. Deborah indicated that any of the measures that required FAA funding had been pushed into next fiscal year's grant. Mr. Gold reiterated his desire to see these measures implemented as soon as possible. Highlights of the discussion are as follows:

- There was extensive discussion about the current use of alternate approach paths.
- When and how might the airport obtain a recent composite radar graphic to show how the approach paths are being varied? Right now it is just anecdotal.
- Danny Kolhage asked if we could proceed, using airport money, to implement the measures that had small cost implications. Don DeGraw indicated that we could do that.
- We will set up a meeting with the Airport Traffic Control Tower (ATCT) Manager to discuss the approved operational measures.
- We will invite the ATCT Manager to the next Ad-Hoc Committee meeting.
- Don DeGraw suggested setting up a separate meeting to include himself, the ATCT Manager, Robert Gold, and Tina Mazzorana to discuss the alternate approach paths.
- Mr. Gold asked about the distribution between VFR and IFR traffic. Don DeGraw indicated he thought it was about 50% each, but has documentation with the exact numbers.
- Mr. Gold asked about the ability to stream the ATCT communications to the internet, so we can monitor the instructions being issued to pilots. Don DeGraw suggested a small handheld radio to monitor the ATCT frequency.
- Having a 48-hour archive of the ATCT transmissions would be helpful to be able to identify the aircraft event that triggers a particular complaint.
- If the airport could make it as easy as possible for citizens to reports events, and to provide additional detail, we could create a partnership to differentiate between avoidable and non-avoidable noise events.

Next meeting December 1st, 2015.

Marlene Durazo moved to adjourn the meeting, and Amy Kehoe seconded the motion. The meeting adjourned at 3:25 p.m.